

ROOSEVELT TELLS WHY BATTLE-SHIPS GO TO THE PACIFIC

The Chief Executive Explains His Policy in St. Louis Speech, and Says Naval Officers Can Only Learn Duties at Sea.

(Special to The Evening World.)

ST. LOUIS, Oct. 2.—President Roosevelt's speech here to-day was devoted largely to a discussion of the constitutionality of his plan to place all interstate railroads and all corporations doing an interstate business under national control. It was a thoughtful effort, carefully delivered and showed that the President has devoted much study to the subject.

He held that the Constitution of the United States, while it can be changed only by amendment, must be interpreted according to existing conditions. The conditions of to-day, he set forth, are not those that prevailed more than a century ago when the Constitution was adopted. He prophesied industrial chaos unless national commerce and industry shall be brought effectively under the authority of the Federal Government.

PANAMA CANAL AND NAVY.

Concerning the projected Mississippi River improvement and the plan to make the waterways of the nation useful as freight routes the President advanced no new ideas. He spoke of the Panama Canal, saying the actual work of digging will be completed within five or six years, but that it would be hazardous to predict when the entire canal will be ready for ships.

Incidentally, in the course of his speech, the President referred to the need for a big navy and put out a feeler as to the state of the public mind regarding the proposed cruise of the entire battle-ship fleet to the Pacific Coast around Cape Horn. It was skillfully done, and his reference to the subject aroused a measure of applause that certainly pleased him.

The reception accorded the President here was cordial. St. Louis is jammed with visitors for the annual Fall Festival, which the visit of the President has helped to make the most successful in its history. The entire city was in gala attire when the fleet-forming his escort reached the levee and thousands of steam whistles roared a long, deafening welcome to him.

Rain Drenches Roosevelt.

The city had been with open stone down, and long before breakfast both shores of the river and the Esplanade bridge, the latter the main thoroughfare, was thronged. So when the President, Mississippi, bearing the President, was sighted entering the harbor of St. Louis, the people broke into a shout, and the boom and roar until the vessel reached her dock.

With the establishment of a naval review was the President's maintenance of their line of procession and swept along to the point of landing, at the foot of Olive street, where they halted. The Mississippi steamed on down to the end of the course and then returned, plowing slowly upstream to effect a landing.

As President Roosevelt stepped ashore he was welcomed by fifteen Governors from various States, Congressmen and city dignitaries. The morning had dawned bright and clear, but by 8 o'clock clouds began to gather. Efforts were made to rush the program along, but a heavy rain, threatening weather. The line of the procession was quickly formed for the drive to the Jai Alai Building. In the western portion of the city, five miles from the river, where the President delivered his speech, a column of mounted police led the way, then a company of United States cavalry and the President's carriage, containing also Mayor Wells and three secret service men. Following came twenty-two carriages bearing the visiting Governors and other dignitaries, with a military band and two companies of infantry from Jefferson Barracks bringing up the rear.

By the time the procession had proceeded eight blocks the skies opened and the President and his welcoming host were instantly drenched. The horses were whipped up and regardless to the procession formation the President was hurried to the Jai Alai Building.

navy is the concern of every good American. We have taken our place among the great world powers, and it would be a sign of ignoble weakness, having taken such a place to shirk its responsibilities. Therefore, unless we are willing to abandon this place, to abandon our insistence upon the Monroe Doctrine, to give up the Panama Canal and to be content to acknowledge ourselves a weak and timid people, we must steadily build up and maintain a great fighting navy.

"Our Navy is already so efficient as to be a matter of just pride to every American. So long as our Navy is no larger than at present, it must be considered as an elementary principle that the bulk of our battle fleet must always be kept together. When the Panama Canal is built it can be transferred without difficulty from one part of our coast to the other; but even before that canal is built it ought to be thus transferred to and from from time to time. In a couple of months our fleet of great armored ships starts for the Pacific. California, Oregon and Washington have a coast line which is our coast line just as emphatically as the coast line of New York and Maine, or Louisiana and Texas. Our fleet is going to its own home waters in the Pacific, and after a stay there it will return to its own home waters in the Atlantic.

"The best place for a naval officer to learn his duties is at sea, by performing them, and only by actually putting through a voyage of this nature, a voyage longer than any he has ever undertaken by as large a fleet of any nation, can we find out just exactly what is necessary for us to know as to our naval needs and practice our officers and enlisted men in the highest duties of their profession.

The President then referred to what he termed a "pre-eminently business position," the proper national supervision and control of corporations. He brought in the United States Supreme Court's functions on constitutional questions, and continued:

"I believe the Nation has the whole governmental power over interstate commerce and the widest discretion in regulating it. The power of Congress under the express words of the Constitution for the exercise of all the powers which the National Government has, and the power of the National Government to regulate interstate commerce, is not to be questioned. The same reasoning which maintained the power of Congress to incorporate the United States Bank tends to sustain the power to incorporate an inter-state corporation, and a corporation conducting an interstate business.

"There are difficulties arising from our dual form of government, if they prove to be insuperable, it may be that the power of Congress under the express words of the Constitution for the exercise of all the powers which the National Government has, and the power of the National Government to regulate interstate commerce, is not to be questioned. The same reasoning which maintained the power of Congress to incorporate the United States Bank tends to sustain the power to incorporate an inter-state corporation, and a corporation conducting an interstate business.

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the Constitution went into being. I ask that the national powers already conferred upon the National Government by the Constitution shall be so used as to bring national commerce and industry, effectively under the authority of the Federal Government, and thereby avert industrial chaos. My plea is not to bring about a condition of centralization, it is that the Government shall recognize a condition of centralization in a field where it is ready to exist. When the National Banking law was passed it represented in reality not centralization, but recognition of the fact that the country had so far advanced that the currency was already a matter of national concern, and must be dealt with by the central authority at Washington. So it is with interstate industrialism and especially with the matter of inter-state railroad operation to-day. Centralization has already taken place in the world of commerce and industry. All I ask is that the National Government recognize this fact in the face, accept it as a fact, and fit itself accordingly for a policy of supervision and control over this centralized commerce and industry.

ATTEMPT TO STEAL CHILD SUSPECTED

Woman Stopped on Italian Line Pier Held Pending Inquiry.

What impressed Policeman Biggart of the West Thirty-seventh street station as an attempt at kidnapping led him to stop a woman who was dragging a three-year-old girl onto the pier of the Italian line at the foot of West Thirty-fourth street to-day shortly before the steamship Sannio sailed for Genoa and Naples.

The child was holding back and screaming, and the woman appeared to be in nervous haste to get the little one out of sight.

The woman said she was Mary Talone, of No. 1222 Washington avenue, Philadelphia, and that the child was committed to her care to be sent to Italy on the Sannio. She could not tell the names of nor describe the persons to whom she was to turn over the little one.

Biggart took her to the station-house, where she said that the name of the child was Ida Dinno, and that she was the little one's grandmother.

"Mrs. Dinno gave me to me at 11 o'clock last night in Philadelphia," said Mrs. Talone. "She told me to bring her here and give her to some relatives who were sailing for Italy."

The woman was unable to tell where Mrs. Dinno lived, or the name of Mrs. Dinno's husband. No information could be gleaned from the child. She was turned over to the children's bureau of the Department of Charities and Mrs. Talone was locked up to await a reply to inquiries sent to Philadelphia.

"The American people will not tolerate the happy-go-lucky system of no control over the great interstate railroads, with the laxest and most manifold abuses which have so generally accompanied it. The control must exist somewhere, and unless it is by thoroughgoing and radical law placed upon the interstate books of the nation, it will be exercised in ever-increasing measure by the several States.

Not Asking More Power. I am not pleading for an extension of constitutional power. I am pleading that constitutional power which already exists shall be applied to new conditions which did not exist when

200 BUSINESS MEN SHAKEN UP IN TRAIN WRECK

Engineer Charles Thompson was instantly killed to-day at Corona, on the Long Island Railroad, when his engine, pulling passenger train No. 37 out of Long Island City, jumped the track and turned turtle over a slight embankment. Three coaches left the tracks, but beyond a severe shaking up, which more than two hundred business men of New York and Brooklyn bound to their homes at Flushing, College Point and Whitestone Landing sustained, no other casualty is reported.

Engineer Thompson was running fast in an effort to make up time. At Corona there is a sharp curve. Thompson shut off steam and slackened up, but the engine slipped and finally left the rails. The engine then toppled over and landed on her side. Fireman Park and his crew had never figured in a wreck. Thompson stuck to his post and was scolded to death beneath the cab of his locomotive.

Thompson had been with the Long Island Railroad Company for eighteen years, and had never figured in a wreck. He lived at Whitestone Landing and had run the engine which killed him for a number of years. He was forty years old and leaves a wife and two children.

The accidental uncoupling of the engine from the three coaches is all that saved the train load of passengers from serious injury and probable death.

TOOK FIRM'S CASH TO PLAY THE RACES

Charles Graf, nineteen years Old, Held for Embezzling Over \$2,000.

Charles Graf, nineteen years old, of No. 114 Chambers street, Brooklyn, where he lived with his parents, was arrested this afternoon by Detectives Cunniff and O'Sullivan, of the Leonard Street Station, on a charge of embezzling between \$2,000 and \$3,000 from his employers, J. W. Melick & Co., produce dealers, of No. 114 Chambers street.

The boy disappeared from the firm's offices two weeks ago, when he saw that he could no longer conceal his thefts. He was arrested on his way to his parents' home and arraigned this afternoon in the Centre Street Court. He told Magistrate Finn that he had lost the embezzled money playing the races. Bail was fixed at \$1,000, and he was held to await further examination.

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THIS BOLD HIGHWAYMAN HAS NO KICK COMING.

He Got Them All When He Grabbed Mrs. Valls's Ankle in the Dark on a Bridge.

This story begins at midnight Monday, when Mrs. Mary Valls, of Bloomfield, N. J., was hurrying home across the Second River bridge, which spans the dividing line between Bloomfield and East Orange.

Something grabbed her left ankle and held on. The night was dark, the moon was blanketed in clouds.

Mrs. Valls is a resolute woman, so instead of screaming she brought her free foot into play and kicked a man. She kicked him some more and then some more and then a little more. The man bowed, but Mrs. Valls kept on kicking him.

The man got to his feet and attacked Mrs. Valls, but she beat him off with her umbrella. The last she saw of him was running rapidly away, making the night hideous with his cries. The Bloomfield police promised Mrs. Valls that if they find a man all over kick-marks they will arrest him.

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H. C. KOCH & Co.

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Small Women's & Misses' Tailored Suits. MISSES' and SMALL WOMEN'S TAILORED SUITS of all-wool materials in an excellent range of fancy stripes and mixtures, as well as plain chevrons and broadcloth in leading colors and black; made in semi-fitted models; either double-breasted or mannish cut coats, lined with good quality satin; skirts full plaited with fold; sizes 14 to 18 years and 32 to 36 bust. 15.00

Women's Tailor Suit Hats. A choice selection of the newest models in TAFFETA SILKS, trimmed with Spanish coque pompons; also a variety of felt shapes, trimmed with velvet and wings; all colors and black; value \$5.00; special. 3.98

New Ribbons Low Priced. FINE QUALITY SATIN TAFFETA RIBBON, 4 1/2 inches wide, in white, cream, light blue, pink, cardinal, navy, hunter green, two shades of brown and black; regular value 25c. yard. 19c. LUSTROUS FAILE and TAFFETA RIBBON, 5 1/2 inches wide, in a large assortment of colors and black; suitable for millinery, hair bows, sashes and dress trimmings; value 30c. yard. 24c.

Women's Fall Waists. WOMEN'S SHIRT WAISTS of white linen and Madras; fronts with large and small tucks; or of black and white striped vesting; also of plaid material in pretty colorings, with linen collar; regular value \$3.00. 1.69. WOMEN'S WAISTS of wool batiste in large checks; or white linen, with embroidered front; also LINGERIE WAISTS in pretty styles; elaborately trimmed front and back with Val. lace; regularly \$3.50. 2.98

Fall Suitings---Priced Low. IMPORTED FANCY SUITINGS in plaids, checks and striped designs; regularly 75c. yard. 49c. ENGLISH TAILOR SUITINGS in stripes and plaid effects; all the new colorings; 45 inches wide; regularly \$1.00; yard. 69c. BLACK FRENCH BROADCLOTH, all wool, rich, deep black; 52 inches wide; regularly \$1.50; yard. 98c.

Black & Colored Taffetas. BLACK TAFFETA, all silk, 49 inches wide; an extra good quality and fine finish; value 69c. yard. 45c. COLORED TAFFETA, all pure silk; 19 in. wide, in chiffon or natural finish; all the popular shades, also white, ivory and cream; reg. 85c. yd. 66c.

Beds, Mattresses, Chiffoniers. BRASS BEDS; 2-inch continuous posts; scroll design with hucks, or nine 1-inch straight tubes and large mounts; regularly \$47.50. 36.95. BRASS BEDS; 2-inch post, with flat caps and straight tubes, or 1-inch continuous post and full panel footrail; regularly \$23.50. 16.95. ENAMELLED BEDS; 1 1/4-inch post and 1/2-inch filling; brass top rod, spindles, cathedral mounts and vases, or continuous post with straight filling and brass scrolls; value \$14.00. 9.98. ENAMELLED BEDS; 1-inch straight post, with brass mounts and vases and five 1/4-inch fillers in panels; regularly \$6.00. 3.95. MATTRESSES of cotton felt, built in layers, with stitched edge; warranted not to spread or wear hard; regularly \$10.00. 7.45. CHIFFONIER of golden oak, 33 inches wide, with shaped top and five long, deep drawers and carved gallery instead of mirror; regularly \$9. 6.45.

\$1.50 Inlaid Linoleums, 95c. INLAID LINOLEUM; patterns are the parquet floor and tile effects; colors go right through to the back; Thursday, square yard. 95c.

Carpets and Rugs. BRUSSELS CARPETS in parlor, hall and stair designs; value 80c. yard. 59c. AXMINSTER CARPETS; borders to match; value \$1.35. 98c. WILTON VELVET RUGS; woven in one piece; size 4.6x7 ft; value \$10.50. 7.98. BRUSSELS RUGS, in floral and Oriental effects; size 6x9 feet; value \$9.50. 6.98.

50% Reduction on This Manufacturer's Sample Line of Bed Sets and Bonne Femme Curtains. An offering presenting unusual money-saving possibilities to the thrifty housewife. We strikingly feature a manufacturer's sample line of Bed Sets and Curtains to-morrow in a manner that should quickly find new owners for them. RUFFLED RENAISSANCE BED SETS; bolster piece to match; values up to \$16.50; set. 7.98. STORE'S BONNE FEMME CURTAINS in heavily wrought Irish Point and Renaissance designs; values up to \$18.00. 6.98.

The Captivator Our New Shoe for Women \$3.00

WOMEN desiring a stylish, well-made and fashionably finished shoe at a popular price will find in the "CAPTIVATOR" for Fall and Winter the Shoe par excellence. Thousands attest to the merit of this admirable brand of Footwear, which is made exclusively for us and sold only in this store.

THE "SUPERIOR" is another high-class Shoe made exclusively for us, and possessing all the distinguishing style-points so much admired in custom-made Shoes. It is worn by women of exacting tastes, demanding foot-ease and lasting wearing qualities. The new Autumn shapes are shown in profusion. 3.50

125th St. West, Between Leroy & Seventh Aves.

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Clothing on Credit
Suits for Young Men
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Of greatest importance to young men as far as apparel is concerned is distinctiveness.
"Something different," as we interpret it, means not merely a difference of fabric or cut—but of draping and finish.
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Imported Broadcloth in black, wine, smoke, Copenhagen or navy blue, tan, rose, brown or russet; lined with silk peau de cygne. New model full plaited skirt with 3 tucks.
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Of broadcloth, new double-breasted semi-fitted models, colors: black, navy, wine brown, russet or smoke. Full plaited skirt with wide folds.
Attention is also invited to the wide range of new models now being shown in
EVENING COATS AND CAPES FOR WOMEN
At \$25, \$29.50, & \$48
BRAIDED AND EMBROIDERED SUITS
At \$39.50, \$48 & \$55
All sizes, including those for misses and small women.
Special, for Thursday, October 3rd
In the Department of Furs,
Black Russian Pony Skin Coats } \$65
Value \$90.
Forty-eight inches long, semi-fitting model, shawl collar, lined with gray or black satin; sizes 34 to 42.
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Value \$10.
Large flat muff and 54-inch scarf to match.

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\$12 Wardrobe Couches, \$6.98
\$6.98 for \$12 Wardrobe Couches; like design, large size, well made and covered in rich deep green denim; have spring body, soft spring edges and lined interior; pillows are extra. No more than two to a customer.
Like Extraordinaries in Parlor Suits, Dressers, China Closets, Buffets, Metal Beds, Mattresses, Upholsteries, Housefurnishings. Send for Illustrated Catalogue.
CASH OR CREDIT \$100 Worth of Goods \$1.50 Per Week.
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That's what many moving van owners have charged per trip for the last two days, owing to the great exodus of tenants from Flats, Houses, Stores and Offices in Greater New York.
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No Extra Charge for It. Advertisements for the same are in any American District Manager Office in the city until 9 P. M.